

**Amendments to the Claims**

This listing of the claims replaces all prior listings and versions of the claims in the above-referenced patent application

**Listing of the Claims:**

Claim 1 (Currently Amended): A hybrid compressor comprising:

a first compression mechanism, which is driven by a first drive source for driving a vehicle; and

a second compression mechanism, which is driven by a second drive source, [[and]] wherein a second radial axis of a second housing of said second compression mechanism is offset relative to a first radial axis of a first housing of said first compression mechanism, and said hybrid compressor is mounted on said vehicle, wherein an offset direction of said second radial axis of said second housing of said second compression mechanism relative to said first radial axis of said first housing of said first compression mechanism is away from a front end of said vehicle.

Claim 2 (Currently Amended): The hybrid compressor of claim 1, wherein said first compression mechanism is driven exclusively by [[a]] said drive source for driving [[a]] said vehicle.

Claim 3 (Original): The hybrid compressor of claim 1, wherein said second compression mechanism is driven by an electric motor.

Claim 4 (Canceled).

Claim 5 (Canceled).

Claim 6 (Currently Amended): The hybrid compressor of claim [[5]] 1, wherein said offset direction of said second radial axis of said second housing of said second compression mechanism from said first radial axis of said first housing of said first compression mechanism is in a horizontal direction away from said front end of said vehicle.

Claim 7 (Currently Amended): The hybrid compressor of claim [[5]] 1, wherein said offset direction of said second radial axis of said second housing of said second compression mechanism from said first radial axis of said first housing of said first compression mechanism is in a direction different from a horizontal direction and away from said front end of said vehicle.

Claim 8 (Original): The hybrid compressor of claim 1, wherein each of said first and second compression mechanisms is a scroll-type compression mechanisms comprising a fixed scroll, and said fixed scrolls of each of said compression mechanisms are disposed to extend in opposite directions from a common valve plate.

Claim 9 (Currently Amended): A hybrid compressor comprising:

a first compression mechanism, which is driven by a first drive source for driving a vehicle; and

a second compression mechanism, which is driven by a second drive source, [[and]]  
wherein a second diameter of a second housing of said second compression mechanism is less  
than a first diameter of a first housing of said first compression mechanism, and said hybrid  
compressor is mounted on said vehicle, wherein an offset direction of said second radial axis of  
said second housing of said second compression mechanism relative to said first radial axis of  
said first housing of said first compression mechanism is away from a front end of said vehicle.

Claim 10 (Currently Amended): The hybrid compressor of claim 9, wherein said first  
compression mechanism is driven exclusively by [[a]] said drive source for [[running a]] driving  
said vehicle.

Claim 11 (Original): The hybrid compressor of claim 9, wherein said second compression  
mechanism is driven by an electric motor.

Claim 12 (Currently Amended): The hybrid compressor of claim 9, wherein said first  
compression mechanism is driven exclusively by [[a]] said drive source for [[running a]] driving  
said vehicle, and said second compression mechanism is driven exclusively by an electric motor  
incorporated into said compressor.

Claim 13 (Original): The hybrid compressor of claim 9, wherein a second radial axis of said  
second housing of said second compression mechanism is offset relative to a first radial axis of  
said first housing of said first compression mechanism.

Claim 14 (Canceled).

Claim 15 (Canceled).

Claim 16 (Currently Amended): The hybrid compressor of claim [[15]] 9, wherein said offset direction of said second radial axis of said second housing of said second compression mechanism from said first radial axis of said first housing of said first compression mechanism is in a horizontal direction away from said front end of said vehicle.

Claim 17 (Currently Amended): The hybrid compressor of claim [[15]] 9, wherein said offset direction of said second radial axis of said second housing of said second compression mechanism from said first radial axis of said first housing of said first compression mechanism is in a direction different from a horizontal direction and away from said front end of said vehicle.

Claim 18 (Currently Amended): The hybrid compressor of claim 9, wherein each of said first and second compression mechanisms is a scroll-type compression mechanisms comprising a fixed scroll, and said fixed [[scrolls]] scroll of each of said compression mechanisms are disposed to extend in opposite directions from a common valve plate.

Claim 19 (New): A vehicle comprising a hybrid compressor, wherein said hybrid compressor comprises:

a first compression mechanism, which is driven by a first drive source for driving the vehicle; and

a second compression mechanism, which is driven by a second drive source, wherein a second radial axis of a second housing of said second compression mechanism is offset relative to a first radial axis of a first housing of said first compression mechanism, and said hybrid compressor is mounted on said vehicle, wherein an offset direction of said second radial axis of said second housing of said second compression mechanism relative to said first radial axis of said first housing of said first compression mechanism is away from a front end of said vehicle.

Claim 20 (New): A vehicle comprising a hybrid compressor, wherein said hybrid compressor comprises:

a first compression mechanism, which is driven by a first drive source for driving a vehicle; and

a second compression mechanism, which is driven by a second drive source, wherein a second diameter of a second housing of said second compression mechanism is less than a first diameter of a first housing of said first compression mechanism, and said hybrid compressor is mounted on said vehicle, wherein an offset direction of said second radial axis of said second housing of said second compression mechanism relative to said first radial axis of said first housing of said first compression mechanism is away from a front end of said vehicle.